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NATURAL
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IT POURS.

The China Mail.

ESTABLISHED 1845

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No. 15,925.

號十二月五年四十一百九千一第

HONGKONG WEDNESDAY MAY 20, 1914

庚午年四月二十日

PRIME 8800 For Month

THORNE'S
No. 4,
OLD VAT
SCOTCH
WHISKY.
As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd
WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDINGS, Hongkong.

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PROFESSIONAL TATTOOER.
Orders attended to at the residence of
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Finest work done by hand only.
No. 12, Queen's Road East,
Hongkong. (Oct. 2, 1913) 1180

BRITISH EXPLORER IN
EQUATORIAL AFRICA.
Four Okapi Shot.

A letter from Avakibi, Belgian Congo, states that Dr. Cuthbert Christy, the well-known explorer and scientist, formerly associated with the Liverpool School of Tropical Medicine, and noted for his researches into the causes and spread of sleeping sickness, arrived at that place at the beginning of March, after a year's exploration of the big forest west of Beni and the Ruwenzori Mountains. He and his party have collected a great deal of interesting material, and some altogether new animals, besides many details regarding the natural history of the okapi. Dr. Christy has shot four of these animals, this being the first time that the okapi has been shot or even seen, in its native haunts by a white man. He was enabled to do this by reason of the help which he received from the Bambuti pigmy trackers.

Dr. Christy, it will be remembered, was appointed by the Belgian Government to explore the Belgian Congo, to secure additions to the Musée du Congo Belge at Tervuren, near Brussels, and reached the Congo first in February, 1912. He has been a strenuous worker ever since, in spite of the fact that he has been practically on the Equator all the time, and already he has achieved remarkable results which are practically unique in the history of Equatorial African natural history.

A RECORD HUNT.
The shooting of the okapi, and the fact that Dr. Christy has been able to observe this animal in its native haunts, is easily a record. It was known that there were some of the species still existing in the neighbourhood of the Semliki and the Ituri, but no white man before had got near enough to observe them. This is the animal, as large, almost, as a horse, which was at first considered in England to be a species of zebra, as only the striped legs reached Great Britain, and it was only when specimens were sent to the Natural History Museum at Kensington, which had been killed by native trackers, that it was realised that the okapi belonged to the same order of mammals as the giraffe.

One Belgian officer, the latter states, has already left on his way to Europe with one of the shot okapi, and Dr. Christy himself has sent several entirely new fishes which he has found to the Natural History Museum at Kensington for Dr. George A. Boulenger to classify. These were found in the streams and the lakes around Beni, and are quite new to science, and Dr. Boulenger, the greatest authority on the fishes of Africa, will most probably regard them as a very interesting addition to our knowledge of the Dark Continent.

JOSEPH OF 2,000 MILES.
Dr. Christy will be remembered as being an assistant to Haffkine in the Bombay plague laboratory, and the member of the first Sleeping Sickness Commission sent to Uganda twelve years ago, who returned to Europe by the suggested route of the Cape to Cairo Railway, through Gondokoro and Khartoum. He was sent out a year later to the Congo by King Leopold himself as a member of the Liverpool School Expedition, and has always been regarded here as the best investigator of Equatorial African conditions yet known.

He and his party are in good spirits and health, and have strong hopes of making more important discoveries on their next long journey, which if they carry out their original intention, will involve their travelling by water and land a distance of nearly 2,000 miles, between latitudes 28 and 17 east and latitudes 1 and 5 north.

CHOLERA.
This disease is so dangerous and so rapid in its development, that every mother of young children should be prepared for it. It is very risky to wait until the attack of cholera appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Colic, Cholera and Diarrhoea Remedy is prompt and effective, and has never been known to fail in any case. Always have a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in your house.

BUSINESS NOTICES.



Milkmaid
STERILIZED NATURAL MILK.
is simply PURE FRESH MILK.
IT POURS
out of the tin like the best quality
FRESH MILK
It is
NOT Condensed,
neither does it contain any preservatives.
The quality is
ALWAYS UNIFORM.
GUARANTEED ABSOLUTELY PURE.
Obtainable at all Stores.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
HONGKONG TO CANTON.		CANTON TO HONGKONG.	
WEDNESDAY, 20th MAY.			
8 A.M. 'HEUNGSHAN.'		8 A.M. 'HONAM.'	
10 P.M. 'KINSHAN.'		5 P.M. 'FATSHAN.'	
THURSDAY, 21st MAY.			
8 A.M. 'HONAM.'		8 A.M. 'HEUNGSHAN.'	
10 P.M. 'FATSHAN.'		5 P.M. 'KINSHAN.'	

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

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S.S. 'SUI TAI' 65. S.S. 'TAISHAN' 65.
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Week days at 8 A.M. and 9 P.M. from the Company's Wing Lok Street Wharf.
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.
SUNDAY, 24th MAY.
The Company's Steamship "HEUNGSHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.
CANTON-MACAO LINE.
S.S. 'SUI TAI'.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.
S.S. 'SAINAM', 588 Tons, and S.S. 'NANSING', 568 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTIAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SINGON & CO.

ESTABLISHED A.D. 1860.
IRON, STEEL, METAL AND HARD WARE MERCHANTS. Wholesale and Retail. General Importers of all kinds of Foreign Goods. Foundry, Machine Shop, and Engineering. Also, the only agents for the sale of the "SINGON" brand of safety lamps, and the only agents for the sale of the "SINGON" brand of safety lamps.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self-Contained Suites of Apartments with Private Bath-rooms attached. Luxuriously Furnished. Drawing, Reading and Writing Rooms.
AND BILLIARD ROOM.

BUSINESS NOTICES.

Exclusive Agent Wanted.

\$2,000 to \$5,000 Yearly Profit.

We want a man who doesn't think \$2,000 to \$5,000 per year too much to earn. We want a man who can develop in this country a business already established. If you are looking for an opportunity of this kind.

Are The Man We Want

The Chicago Ferrotypes Co., of Chicago, U.S.A., the originators of one minute photography, and the process of making photographs, plates, films, printing, dark room and other camera accessories are entirely eliminated.

This agent will be given sole and exclusive selling rights, full protection in his territory, and cooperation from the manufacturers for the success of the agency.

We want an aggressive man who knows the value of advertising, correspondence and all modern methods of securing orders by mail and demonstration.

Our agent will be required to handle a complete stock of our one minute picture machines and accessories so that he can fill orders promptly.

We will further require our agent to invest about \$2,000 for a supply of our goods, and these will be sold at a substantial discount allowing a big margin of profit to the agent.

The "Mandel" One Minute Cameras

Are well known and are now being advertised in leading export journals, magazines and newspapers throughout the world.

The "Mandel" Camera and positive post cards represent a progressive step in photography. The new process of making photographs, plates, films, printing, dark room and other camera accessories are entirely eliminated.

It requires exceptional ability and experience for anyone to make successful pictures with the "Mandel" Camera.

We manufacture all the supplies for operating our cameras, thus the supply business alone creates enormous sales and profits for our agent.

The margin is unlimited and the profits to be earned by our agent will be determined largely upon his own energy and business ability.

If you believe that you can meet all the requirements as set forth in the foregoing announcement, write without delay, giving your age, business, experience and all particulars that will assist us in deciding if you are the man who will profit most as our agent.

The Chicago Ferrotypes Co.,

Ferrotypes Bldg., 513, Laflin Street, Chicago, Ill., U.S.A.

References: R. G. Dun & Co., Foreman Bros. Banking Co. of Chicago, U.S.A., and all other large mercantile houses, banks and transportation companies doing international business.

GEORG STEIGER.

GERMAN SAUSAGE FACTORY

(Deutsche Wurstfabrik)

Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can be obtained already sliced by 1/4 and 1/2 lb. etc.
Beef and Pork sausages made fresh every morning.
Special arrangements will be made with Hotels, Canteenes, Boarding-houses, Ships, Picnic parties, etc.

JUST ARRIVED

Per S.S. ALDENHAM.

1st Grade Australian Butter: Government guarantee.

Absolutely the Best Imported: only 75 cents per lbs.

ALEXANDRA CAFE CO.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADJACENT TO THE TOWN HALL, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies Rooms.

Roof Garden.

Terms: From 5/- per day. 2/- per night. 1/- per hour.

P.O. PRUSHER, Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

ENTIRE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

J. REICHMANN, Proprietor.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 27 1/2 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

ALL NEW MATERIALS FOR SUMMER WEAR

NOW IN STOCK

NEW MODELS IN

WASHING FROCKS, BLOUSES

LINEN SKIRTS

INEXPENSIVE FASHIONABLE MILLINERY

OF

EVERY DESCRIPTION.

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Hongkong, April 25, 1914.

WEE CHEUNG

ART PHOTOGRAPHER

CHILDREN'S PHOTOS

A

Speciality.

NOTE ADDRESS

ICE HOUSE HONGKONG.

WEISMANN'S

FOR BREAD

WEISMANN'S

FOR CAKES

WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1914.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two shipyards and can accommodate any ship

of 200 tons long.

Works Office, 45, CROWN STREET, HONGKONG. Telephone No. 424.

Shipyard, Shum-Sai-Po, Kowloon, Hongkong. Telephone No. 111.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1914.

CALBECK MACGREGOR & CO.

ESTABLISHED 1864

SOLE AGENTS FOR

FALCON PILSENER

BEER

Per dozen quarts \$3.48

Per dozen pints \$2.24

ADULTS ONLY.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES,
etc., etc.,

AGENTS FOR
BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

No. 37, 45 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager

Hongkong, August 12, 1908.

178

DINNEFORD'S
MAGNESIA

The Universal Remedy for Acidity of the Stomach, Head-
aches, Indigestion, Sour Eructations, Bilious Affections.

50000 BOOKS
FREE BY MAIL
WORTH \$10 TO ANY MAN

THE HOME CURE
OF
MEN'S AILMENTS

DR. JOS. LISTER & CO., 30 BARKER STREET, CHICAGO, U.S.A.

THE CHINA MAIL, LTD

ALL SORTS OF ARTISTIC JOB-PRINTING

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPE-
CTUS, WINE LIST, ETC., ETC., ETC.

Obtain quotations from:

THE CHINA MAIL OFFICE
5, Wyndham Street.

European Supervision Moderate Price.

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out. Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared by W. D. ENO & CO., FRUIT SALT WORKS, LONDON, ENGLAND.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA
SIMA, OCHI, MUTARE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, KAMAJUTA, SAJO,
SHINNEW and KAMITAMADA
Collieries.

AGENTS for SAKITO, & OYUBARI
COALS.

HEAD OFFICE—TOKYO.

BRANCH OFFICES—

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Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kure,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.

TEL. ADDRESS for above: "IWASAKI"
Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to
K. KATO,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

816

PEAK TRAMWAYS COMPANY
LIMITED.

NOTICE IS HEREBY GIVEN THAT THE
ORDINARY ANNUAL GENERAL
MEETING OF SHAREHOLDERS OF THE
above Company will be held at the
HONGKONG HOTEL, HONGKONG, on WED-
NESDAY, 27th May, 1914, at 10.30 a.m. for
the purpose of receiving the Report of
the Directors together with a Statement
of Accounts for the year ending 30th
April, 1914.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 22nd inst.
to the 3rd inst. both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, May 18, 1914.

630

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE
SIXTEENTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS OF THE
above Company will be held at the
HONGKONG HOTEL, HONGKONG, on THURSDAY,
28th May, 1914, at 12.30 p.m. for
the purpose of receiving the Report of
the Directors together with a Statement
of Accounts for the year ending 30th
April, 1914.

The REGISTER OF SHARES of the Com-
pany will be CLOSED from the 22nd inst.
to the 3rd inst. both days inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.

Hongkong, May 18, 1914.

627

NOTICE.

NOTICE IS HEREBY GIVEN THAT THE
Agency of the Paraffine Paint
Company, manufacturers of "MAL-
TROID" Roofing, Waterproofing, Plaster,
Insulating Materials, &c., has from this
date been transferred from Messrs.
ARMSTRONG & CO. to Messrs.
BRADLEY & CO., Ltd.

Contracts will be undertaken by Messrs.
BRADLEY & CO., Ltd. for roofing, painting,
and waterproofing work.

(Signed) H. W. BOBBS,
Representative of The Paraffine
Paint Company.

Hongkong, May 18, 1914.

629

DAIRY FARM NEWS.

BUTTER BUTTER.

WE HAVE RECEIVED A
NEW SHIPMENT OF

DAISY BUTTER

Absolutely the best table butter
in the Colony.

630

THE NEW FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

631

COUGHING INTO CONSUMPTION

"Only a Cough" but you say
"It's only a Cough"

WATERBURY'S
REBOLISHED
COD LIVER OIL
COMPOUND

632

ON THE HILLS

**SMOKE
GARRICK
MIXTURE**

THIS HIGH-CLASS MIXTURE IS
OBTAINABLE EVERYWHERE

BATTLESHIP DESIGN.

At the recent meeting of the Insti-
tution of Naval Architects, in a paper on
some questions relating to battleship
design, Mr. T. G. Owens, of Messrs. Vic-
kers, Limited, attempted to evolve on
the basis of the various views put for-
ward by experts, a proposal which might
reasonably be said to embody the desir-
able features of a battleship in regard to
armament, armoured protection, speed,
dimensions, and other factors.

After discussing the loss of fighting
efficiency necessitated by increase of
speed, the limit in calibre of the primary
guns, and the thickness of armour re-
quired, he expressed the opinion that
there is no great necessity in the present
in the immediate future for guns of
larger calibre than 14 in., which at the
range of probable maximum vision, say,
12,000 yards, would, according to the
Gruen formula and allowing for angle
of descent, pierce the best Krupp armour
of a thickness of 14 in., and deliver a
bursting charge in the interior of the
ship. A four-turret centre-line arrange-
ment, carrying sufficient gun power,
is, on the score of supervision, smaller
target, and smaller number of gun crew
required for working, preferable to a
five or six turret arrangement. As re-
gards auxiliary armament, secondary
guns, if carried at all, should be of as
large calibre as can be conveniently
man-handled in respect not only of
charging, but also of training and elevat-
ing them with considerable rapidity. The
height of their axes should be sufficient
to enable them to fight in a reasonable
seaway, but should not be exaggerated,
since undue height leads to large ex-
penditure in weight of structure and armour
protection and to increased target. They
should be as numerous as conditions of
accommodation and displacement allow.
The new large type torpedoes of extra-
ordinary range possess a real as well as
a moral worth, and it appears desirable
to fit as many broadside submerged tubes
as space can be found for, preferably not
less than three on each broadside.

AMOUR PROTECTION.

The author put forward the following
propositions as vital:—(1) The water-
line should be protected with armour
from a reasonable depth below to a rea-
sonable height above the normal water-
line, preferably to the main deck, and
for the whole length of the vessel, the
portion aloft the machinery spaces and
magnazines being so thick as probably to
prevent penetration by projectiles from a
gun of 14 in. or 15 in. at range of 10,000
yards, having the highest practicable
initial velocity; (2) the thickness of the
fixed armour of the barbettes or turrets
should be no less than that of the
waterline belt; (3) the fronts of the
revolving gun shields of the primary
armament should be at least 10 per cent.
thicker than the waterline belt; (4) the
conning tower armour should be at least
20 per cent. thicker than that of the
waterline belt; and (5) the armour of
the secondary armament should be thick
enough to be able at least to exclude
armour-piercing projectiles from the
largest man-handled gun at the decisive
fighting range of 8,000 yards.

Whether the vertical side armour ex-
tends to the height of the main or the
upper deck is a question that involves
consideration of adequate thickness and
weight of structure, and it is not likely
that a compromise will be reached. The
author is inclined to lean to the full
length of the gun shield, and from
this point of view the conning tower
armour should be at least 20 per cent.
thicker than the waterline belt. The
author is inclined to lean to the full
length of the gun shield, and from
this point of view the conning tower
armour should be at least 20 per cent.
thicker than the waterline belt.

The main waterline belt would be of 18 in.
K.C. armour, reduced to 16 in. at the
ends, and the fixed armour of the
barbettes, where unprotected by other
armour, would be of K.C. quality, equal
in thickness to the main waterline belt.
The front portion of the gun shields
would be 14 in. in thickness. The sec-
ondary armament would in each case be
protected by K.C. armour not less than
8 in. thick, and the conning tower armour
would be 18 in. thick of K.C. quality.
Below the main waterline belt 8 in. K.C.
armour 30 in. deep would be worked in.

power obtained was 10.2 i.h.p. per ton
of machinery with steam up, in the
earliest turbine-driven battleships 12½ to
13½ shaft horse power were obtained per
ton.

The exclusive use of oil fuel is alto-
gether desirable from the point of view
of the naval engineer and architect, but
in spite of its advantages the author has
no doubt that under present conditions
as to sources and storage of coal and oil
supplies the safer and safer policy lies
in a combined installation. Although the
development of internal combustion en-
gines has now reached a stage when some
engineers are prepared to install them
in battleships of moderate power and
speed, the possibility of failure, with the
enormous expense involved, has so far
deterred the responsible authorities of
maritime powers from adopting them in
large ships, and he therefore omitted
them in considering his type ship. But
he referred to the possibility of utilising
the rotary motion of turbines, while
dispensing with the present boiler ar-
rangements, by an installation arranged to
produce an expansive motive fluid by
means of the combination of the pro-
ducts of small internal combustion units
with compressed liquid air, the motive
fluid being suddenly cooled to avoid
injury to the turbines. He stated that
such an apparatus of comparatively large
power has already been constructed, and
the confidential experiments that have
been carried out with it point in the di-
rection of ultimate success.

DESCRIPTION OF SUGGESTED SHIP.

In conclusion he presented the out-
line of the design of his "most desir-
able" battleship, on the basis of the
considerations set forth in his paper. For
the dimensions he proposed 380 ft. by
91 ft. by 27 ft. 6 in. draught; normal
displacement, 25,500 tons; speed, 21½
knots for a continuous 12-hour trial;
burning fuel oil; machinery, Parsons
geared turbines on four shafts, with
gearing turbines on each shaft; boilers,
of large water-tube type, arranged for
moderately high air-pressure. In one
form of the design he proposed eight 14 in.
45-cal. guns, twin-mounted, arranged in
widely-spaced barbettes, with the axes of
all the guns 27 ft. 6 in. above the water-
line, while in an alternative arrangement
the same guns would be twin-mounted
in barbettes, which, however, would be
arranged in pairs at each end of the
ship, with their axes at different heights
above the waterline. In both cases the
secondary armament would consist of 14
6 in. Q.F. guns, and there would be six
21 in. broadside submerged torpedo tubes.
The main waterline belt would be of 18 in.
K.C. armour, reduced to 16 in. at the
ends, and the fixed armour of the
barbettes, where unprotected by other
armour, would be of K.C. quality, equal
in thickness to the main waterline belt.
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8 in. thick, and the conning tower armour
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HIPPODROME

U. S. submarines				Ensign J. Mott Murray				Carlin
" "				Lieut. E. D. McWhorter				Carlin
" "				Ensign J. C. Van de Carr				Carlin
" "				Ensign O. M. Yates				Carlin
" "				Com. M. L. Bissell				Oriskany
any	U. S. torpedo-boat destroyer	9430	10	7500	Ensign H. A. Jones	Carlin		
submarine	U. S. torpedo-boat destroyer	481	7	8100	Lieut. R. Hill	Carlin		
any	U. S. torpedo-boat destroyer	450	7	8100	Ensign W. L. Halsey	Carlin		
any	U. S. gunboat	215	8	8500	Lieut. F. J. Fletcher	Carlin		
any	U. S. torpedo-boat destroyer	480	7	8000	Comdr. S. S. Roberson	Oriskany		
any	U. S. protected cruiser	3182	11	10,104	Lieut. C. A. Woodruff	Carlin		
any	U. S. torpedo-boat destroyer	450	7	8000	Lieut. E. H. Green	Carlin		
any	U. S. torpedo-boat destroyer	450	7	8000	Comdr. B. Gunnison	Shanghai		
any	U. S. gunboat	220	4	6005	Comdr. G. H. Marvel	Carlin		
any	U. S. gunboat	1522	3	1883	Lieut. R. V. Lewis	Carlin		
any	U. S. steamship	1970	6	1101	Comdr. R. P. Brown	Oriskany		
any	U. S. steamer	3660	6	2000	Commodore J. T. Chase	Oriskany		
any	U. S. steamer	4084	6	2777	Lieut. R. B. Taylor	Carlin		
any	U. S. gunboat	212	7	8000	Comdr. J. C. McWhorter	Carlin		
any	U. S. steamship	964	5	1870	Lieut. J. C. McWhorter	Carlin		
any	U. S. steamship	3702	7	2000	Lieut. J. C. McWhorter	Carlin		
any	U. S. steamship	351	5	2000	Lieut. J. C. McWhorter	Carlin		
any	U. S. steamship	480	7	2000	Lieut. J. C. McWhorter	Carlin		
any	U. S. steamship	62	3	2000	Lieut. J. C. McWhorter	Carlin		
any	U. S. steamship	112	3	2000	Lieut. J. C. McWhorter	Carlin		
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Is the man who has blood—
real rich red blood and
plenty of it—in his body
WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND
the best man?

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE HOME RULE QUESTION.

LONDON, May 20.
Sir E. Carson, speaking at Queen's Hall, said "So far as I know, no offer or counter-offer of any kind has been made except the hypocritical sham offer made in the House of Commons."

HOME CRICKET.

LONDON, May 20.
Surrey beat Worcestershire by nine wickets.
Lancashire beat Derbyshire by 35 runs.
Yorkshire beat Essex by an innings and 41 runs.

THE MEXICAN CRISIS.

LONDON, May 20.
A telegram from Washington states that President Wilson informed the United States delegates on leaving for the Niagara Falls that the Government regards a definite settlement with Mexico as requisite prior to her withdrawal from Vera Cruz. He did not give the delegates specific instructions, but told them to await proposals. He added that peace seemed conditional on the elimination of Huerta and the establishment of a strong provisional Government.

Federals Heavily Defeated.

A telegram from El Paso states that General Villa defeated 5000 Federals at Paredon and took 800 prisoners along with several machine guns. Two generals were among the Federals killed.

SEAPLANES FOR THE BRITISH NAVY.

LONDON, May 20.
The Admiralty has ordered seven British-built seaplanes of a new and powerful type.

CRISIS IN ALBANIA.

STRANGE STATE OF AFFAIRS.

LONDON, May 20.
Grave complications have arisen at Durazzo. Some 3,000 Musulmans and insurgent peasants have reached Siak, from Durazzo. They demand exemption from military service and the use of the Albanian tongue in the schools. They accuse Essad Pasha of breaking promises. Meanwhile, an Italian squadron arrived hastily at Durazzo. Essad Pasha and his wife were arrested—(it is uncertain by whom)—and taken on board an Austrian warship.

Marquis San Giuliano, the Italian Foreign Minister, is preparing to proceed to Durazzo.

The whole situation is momentarily most obscure.

Light on the Situation.

A telegram from Budapest states that Count Berchtold informed the Delegations that within the last few days antagonism between Essad Pasha's followers and opponents had become acute, and had led to the formation of bands around Durazzo and consequent anxiety there.

The commanders of Austro-Italian guardships had agreed to land seamen for the protection of the Princely Court, and Essad Pasha was now aboard an Austrian guardship.

LATER.

Further Details.

A telegram from Vienna, prior to the capture of Essad Pasha, states that the Dutch gendarmes bombarded Essad's house.

The "Nene Fraie Presse" states that the Austro-Italian warships of the Prince landed detachments who attacked Essad's house with machine guns.

Essad asked a safe-conduct on board an Italian ship, but this was refused.

A telegram from Rome states that M. Sialiti, the Italian Premier, has left for Durazzo.

WORLD'S MEAT SUPPLY.

GREAT BRITAIN'S POSITION.

LONDON, May 20.
The Times directs attention to the fact that the meat supply of Great Britain is largely dependent on the supply from the United States.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE TETRARCH GOING TO THE STUD.

LONDON, May 20.
The "Times" states that it has been definitely decided that The Tetrarch will not race again, and that he goes to the stud next season, probably in Ireland.

ESPIONAGE IN GERMANY.

HEAVY SENTENCE.

LONDON, May 20.
A telegram from Konigsberg states that a non-commissioned Officer of the Third Cuirassiers has been sentenced to fifteen years' penal servitude and fined £1500 on being convicted of espionage.

LORD CROMER.

LONDON, May 20.
Lord Cromer has been taken suddenly ill, and it is stated that he has had a stroke of paralysis.

LATER.

Condition Not Serious.

Another telegram states that Lord Cromer is not suffering from paralysis, but from a general breakdown. His condition is not regarded as serious, and he is able to read the papers.

SUGAR COMMISSION.

MODIFICATION IN DUTIES.

LONDON, May 20.
A telegram from Brussels states that the Permanent Sugar Commission has increased the countervailing duties on sugar from Australia and Japan and reduced those of Canadian and Rumanian sugar.

WELSH DISESTABLISHMENT BILL.

PASSES THIRD READING.

LONDON, May 20.
The Welsh Disestablishment Bill has passed its third reading by 328 to 251, under the Parliament Act.

SWEDEN'S NEW TAXES.

LONDON, May 20.
A telegram from Stockholm states that the King opened the Riksdag with a speech from the Throne, in which he announced that there would be a special Defence Tax on fortunes and incomes above a certain figure, but that otherwise taxation would remain unchanged.

(Wah Taz Yat Po's Service.)

NEW C. H. R. SUPER-INTENDENT.

PEKING, May 20.
Au Kung Cheong has been appointed superintendent of the Canton Hankow Railway, and will leave for Canton to-day.

Peking Editor Charged.

Chu Chi, Editor of the "Peking Daily News," has been charged by the police with publishing official military secrets, the specific offence alleged being that he announced that Chu Shi Chang was to be appointed Vice-Minister for War.

Canton's Commander at Macao.

MACAO, May 20.
Lun Kung Kwong, Military Governor of Canton, paid an official visit to the acting Governor of Macao to-day. The visitor arrived on the gunboat Kwongsat and landed at noon.

China's Finances.

PEKING, May 20.
The Chinese Government proposes to borrow only \$7,500,000 from the Quintuple Group, and to postpone the loan until the Government has been able to secure a loan from the international market.

LANGKAT TRANS-ACTIONS.

BROKER SUES CLIENT.

A Bankrupt Defendant.

Before the Chief Justice, Mr. Justice Gompertz, in Original Jurisdiction of the Supreme Court this morning an action was brought by Bernardino Basto, stockbroker, against Li Kin Tong, to recover a sum totalling \$12,046.32 being the difference between the contract price of certain Langkat shares purchased by plaintiff as defendant's request, and the realised price of the shares, which defendant failed to take up.

Mr. E. H. Sharpe, K.C., and Mr. C. G. Alabaster, instructed by Messrs. Derwys and Bowley, represented plaintiff; defendants did not appear and was not represented.

Mr. Sharp at the outset of his address said he had only been informed, unofficially, at the last moment of coming into Court, that defendant did not propose to defend the action. Also at the last moment he understood that a bankruptcy petition had been filed by defendant. They had communicated with the Official Receiver who had no objection to the action proceeding. They had informed the Official Receiver that they would not claim costs incurred after the filing of the petition. In these circumstances it would not be necessary to detain his Lordship so long as would otherwise have been necessary. Four contracts for the purchase of Langkat between the plaintiff and defendant were in question, and he would ask his Lordship to consider only the first one; the others were similar, with only trifling differences.

The first was entered into on April 21, 1913, on which date defendant called at plaintiff's office and informed him he desired to purchase Langkat. Defendant asked for a price for the June settlement, and instructed him to buy 100 at the market price on that day. The 100 Plaintiff bought the shares from another broker Mr. H. M. Basto, who was a relative, but not connected with his business. Mr. H. M. Basto was now a member of the firm of Logan and Basto. It was a general rule of this stock exchange, as all over the world that where two brokers were employed the name of the principal was not necessarily disclosed. They had present Mr. Smyth, the then President of the Hongkong Stockbrokers Association who would speak as to this custom of the association and the outside brokers.

Mr. Sharp detailed the five documents which changed hands in regard to the transaction. They included a note confirming the purchase signed by defendant, a similar document signed by defendant, a similar document signed by defendant, a similar document signed by defendant, a similar document signed by defendant.

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SPORTING.

YACHTING.

A cup, called the "Scottish" cup, presented by Messrs. Lowe and Blair, is to be raced for on Sunday next, 24th inst., by the cruiser yacht of the Royal H.K. Yacht Club.

Hongkong Golf Club.

THE ANNUAL MEETING.

The annual general meeting of the Royal Hongkong Golf Club was held at the Happy Valley pavilion on Monday evening, Mr. E. J. Grist (Captain) presiding. There was a very large attendance, upwards of a hundred being present.

The Chairman detailed the working of the Club during the past year, remarking on the excellent progress that had been made, coupled with a very large increase in membership. There had also been a marked increase in the receipts and payments. Although a great deal of money had been spent on improvements, a considerable portion of which had been written off after payment of interest on the debenture issue and bank overdraft, the net surplus of profit amounted to upwards of \$5,500.

During the year the clubhouse at Happy Valley had been painted and generally done up; electric light had been installed and accommodation for ladies provided, and the course had been bunkered.

At Deep Water Bay, the clubhouse had been painted and repaired and the committee had under consideration a scheme which would, without great expense, provide water closets and lavatory accommodation in the clubhouse, and further rooms and servants' quarters, as well as lay on water to some of the greens.

With regard to Fanning, the course had been greatly improved, in fact all the heavy work needed to make it into a first class one had been done, and it only needed time for the course to develop into a first class one. The club house, so much of it as had already been commenced, had been completed and paid for, and a steward's bungalow in which accommodation for ladies had been provided, had been completed. But payment therefor did not come until the year's accounts, and it was on that subject of payment, as well as the payments for kitchen and dressing-rooms at the clubhouse immediately necessitated by the loss by fire of the clubhouse, that comment would arise when it came to asking the Club to sanction the borrowing of a further sum of \$20,000.

The balance sheet showed that the debt of the Club was \$52,000. The work which had already been put in hand, and for which payment would have to be made during the current year, totalled about \$36,000.

On the conclusion of the report, the meeting sanctioned the borrowing of the further sum of \$30,000.

It was decided to throw open the course at Happy Valley to ladies on Sunday afternoons, after 3 p.m.

Mr. J. Grist was unanimously re-elected Captain, and Mr. K. M. Cumming, Hon. Sec. The old Committee, consisting of the Hon. Mr. E. R. Hallifax, Messrs. C. B. Culp, R. O. Hatchell, Col. Radcliffe, and Surgeon-General, were re-elected, and Mr. S. H. Dodwell was elected.

The proceedings terminated with a hearty vote of thanks to the Captain, Secretary, and Committee for their services during the past year.

Billiards.

The draw for this year's Tournament took place at the Soldiers' Club on Tuesday, G. S. M. Harle presiding. The draw was as follows:—

FIRST ROUND.
A. D.C.L.I. (B) v. Staff & Departmentals.
B. D.C.L.I. (A) v. 88 Company R.G.A.
C. 87 Coy. R.G.A. v. 83 Company R.G.A.
D. Royal Engineers, Dye.

SECOND ROUND.
E. Winner of A v. Winner of B.
F. Winner of C v. Winner of D.

FINAL.
Winner of E v. Winner of F.

Teams to consist of eight players. Games 200 up. Three games will be played each night. The first commences to-night, the D.C.L.I. "B" team meeting the Staff and Departmentals.

SOCIAL CONDITIONS IN JAPAN.

In the course of a letter to the Daily News Mr. Joseph H. Langford writes:—
"Mr. Y. I. one who has witnessed the government of Japan by the Emperor, and the Emperor, from his foundation, shortly after the accession of the late Emperor, down to the eve of the Russian war, took strong exception to its description as 'a failure which has brought Imperial glory.' But domestic poverty, misery, and discontent? I have lived in every part of the Japanese Empire, from Hokkaido to Southern Formosa, and I have never seen anywhere domestic poverty or misery such as are to be found in abundance in every city of England. The Japanese are the happiest people in the world, and none of them ever suffer from the hunger and cold that are the results of absolute want. There may be political discontent at the present, but where does it not exist where education has raised the working classes to the desire to better their conditions of life, morally, politically, and physically? My wonder is not that it exists, but that it is not greater than it is in Japan, when I remember that till 20 years ago the people were practically uneducated, and that now they have to bear a burden of taxation greater in proportion to their income, than that of the United Kingdom."

And how is it possible to characterize Government as a failure which in the lifetime of one generation, raised the country from a condition of apparently hopeless anarchy, bankruptcy, in the financial, without bettering the conditions of life, morally, politically, and physically, than that of the United Kingdom?

EMPIRE DAY SERVICE.

A short commemorative service will be held at St. John's Cathedral on Monday, May 25th, at 9 a.m., when H.E. the Governor will be present. A sermon will be preached by the Rev. C. L. Cooper Hunt, C.F.

The service is intended primarily for the British children of the Colony for whom the nave and both transepts will be reserved. The general public will be accommodated in the nave aisles. The musical portion of the service will be rendered by the Band of the Duke of Cornwall's Light Infantry by kind permission of Lieut.-Colonel Tison and officers.

A Government launch, available for London children, will leave the Police Barracks, Kowloon, at 8.25 a.m. sharp.

There will also be a service at the same hour at the Roman Catholic Cathedral for children attending the Catholic schools.

PARIS FASHIONS.

What was seen at Anteuil.

PARIS, April 17.
Paris was almost entirely given over to the English tourist during the Easter holidays, and "l'Anglais tel qu'on le voit" must have bewildered many a French mind by its various accents and different intonations. Most of the women who came over seem to have spent their days in the magasins de nouveautés, where special provision had been made for them under the misleading legend of "bargains." They must have bought up all the modistes in hats, dresses, and tailor-made which have been calling forth our wrath for sometime by their unpleasant lines and clumsy draperies—we will be frankly uncharitable at any rate and hope so, then we shall get new ones, and, it is to be expected, more becoming ones.

Our observations are founded chiefly on what we saw at Anteuil on Sunday and what we know some of the leading dress-makers are making. The absurdly tight skirt is no longer the right thing to have, and in all the newest models there is something flowing, something ample, something very graceful, a turn of the wheel which completely changes the silhouette. Long trunks and short shoulder caps are the two most salient points in the new tailor-made. Both are becoming when properly adjusted, but they need very careful handling, otherwise they look clumsy. In cloth they are not so graceful, but in silk they are charming. It is general to have dresses and caps in the same colour, with brilliant notes of contrasting colour on the bodice and the cape collar. Take for instance, a navy blue taffetas with a waist-coat of yellow and blue stripes showing under an open bodice, with long sleeves of blue taffetas. A touch of yellow stripes will show at the wrist and again on the collar of the short cape, which falls from the shoulders backwards and unlined. The tunic on the skirt will be full and straight to the ankles, and below it there will be a straight, narrow skirt, just wide enough to walk in. A small but complete picture, probably in the navy style, with yellow roses.

THE FASHION OF WEARING FLOWERS has brought back that of making roses and carnations in any colour rather than those we see in nature. Moreover, the very flowers we are inclined to pass by in our gardens as being less lovely than their neighbours are the very ones we choose to wear in our hats and in our waist-belts. There is the dahlia: Who ever gathers the dahlia for the pleasure of putting it into a vase? We use it to decorate the church at its harvest festival and we know it to be a favorite haunt of the earwig, but to wear or to put in our rooms, never! Yet a dahlia trimmed hat is one of the smartest I have seen. The camellia is another flower noted for its stiffness and its lack of grace, yet it, too, is one of those which look well in imitation, especially on black liberty. The water-lily is another, and as to lilies, the stiffer and more primly we can get it the better it looks.

STRIPE, CHECK, AND FLAINE.
Stripes are still in high favour, and at all the places where the well-dressed gather together there will be some striped dresses. When they are used with discretion they look well and to some women they are immensely becoming—those with fresh complexion, I think, certainly not to the ones who look at all tired. The most attractive stripes I have seen are those in soft colours and in materials which are copies of old ones. At one time we used them chiefly for furniture coverings. We bought real 18th century dresses for our gowns, we put absurdly high prices for them, and very foolishly we felt injured when they all went to pieces a month or two after they were ready for use. Now, we buy copies of the material both for our chairs and for our dresses, and the result is much more satisfactory.

THE NEW SINGLETTE.
A Frenchman once said that the Parisienne could change her silhouette quicker than any other woman in the world; and one is inclined to think he is right; for, within the last week the silhouette of the well-dressed woman has changed so much that a miracle must have happened. The old singlette has gone, and in its place a new singlette has appeared, and it is difficult to believe it can have so suddenly grown so new, so different, so capable, one would say, of digesting good, unwholesome food, of walking with a springy gait and instead of stirring up the dust with the heels of innocent, feathered victims, it crowns itself with gorgeous flower blossoms. In fact, the new singlette is of the old-fashioned kind, which at one time we supposed to appeal to "a young man's fancy" in the spring; and although one would not think it the inner garment of fashion, as yet, very soon it will become more popular, and instead of being associated with all sorts of bits and pieces of old-fashioned dress, it will be a thing in its own right, as we have already indicated, and in a few weeks from now we shall probably be protesting against the middle-aged, faded, blue, embossed, shoulder, and old singlette, which, by-and-by, I heard a polite and old gentleman, seated at a dinner-table, say, "the other day, it will be only if this movement towards singlette is continued, the singlette will be a thing in its own right, as we have already indicated, and in a few weeks from now we shall probably be protesting against the middle-aged, faded, blue, embossed, shoulder, and old singlette, which, by-and-by, I heard a polite and old gentleman, seated at a 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SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL despatch VISITORS to the Undermentioned PORTS on or about the
DATES named—

FOR	STEAMERS	To San	REMARKS
SEANGHAI, MOU, KOBE & KOKOHAMA	KEYBER	About 29th May	Freight and Passage.
SEANGHAI	DEVANHA	Noon 22nd May	Freight and Passage.
LONDON, via Suez Ports of Call	Capt. C. C. Talbot, R.N.R.	23rd May	By Special Admission.
ONDOON & ANTWERP, via Suez, Pango, Omba, Port Said & Marseilles	NOVARA	About 10th June	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.
E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

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STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER

From Hongkong.

EMPEROR OF INDIA	Thursday, May 28.
EMPEROR OF ASIA	Wednesday, June 10.
EMPEROR OF JAPAN	Thursday, June 25.
EMPEROR OF RUSSIA	Wednesday, July 1.
EMPEROR OF INDIA	Thursday, July 8.
EMPEROR OF ASIA	Wednesday, July 22.

Steamships leave HONGKONG at 12.00 Noon.

The "EMPEROR OF RUSSIA" and "EMPEROR OF ASIA" are new quadruple
screw 11 knot turbine steamers of 19800 tons gross—30,000 tons displacement—
the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the
Marconi "wireless" apparatus.
Each Trans-Pacific steamer connects at Vancouver with a Mail Express
Train and at Quebec with Atlantic Mail steamer. The steamer "EMPEROR OF
RUSSIA" connects at Montreal with the Canadian Pacific Railway. The
"EMPEROR OF INDIA" connects at London with the P. & O. S. N. Co. The
"EMPEROR OF ASIA" connects at Hongkong with the Pacific Mail S. S. Co.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the
option of returning from San Francisco by the steamer of the Pacific Mail S. S. Co.
or by Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call
in Japan.
SPECIAL THROUGH RATES (First Class only) are granted to Naval and
Military Officers, European Civil Service Officials, Missionaries, etc. Full particulars
on application to Agents.

Through passengers are allowed "Stop Over" privileges at the various points of
call on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. GOSWAMI, General Traffic Agent,
Corner Queen's Hotel and Prays (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient independent cargo, and affording the
quickest freight transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong:	Connecting with "BURAT"	From Colombo:
25th May	17th June	

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient independent cargo, and affording the
quickest freight transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS

From Hongkong S.S. "SALAMIS"	About 25th of July
First Class Accommodation for Passengers	

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

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REGULAR SAILINGS via PORTS and SUEZ CANAL.
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MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
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INDO-CHINA STEAM NAVIGATION CO. LTD.
AND
AFRICAN LINE.

Proposed Sailings from Hongkong

From Hongkong:	On or about	Connecting at Calcutta with	On or about
DELWARA	May 21.	"UMKUZU"	2 July.
DELWARA	May 25.		
DELWARA	May 30.		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI

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Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

S.S. KOKUTO MARU, for Singapore, Batavia, Samarang & Sourabaya, will
leave Hongkong on May 25th.

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PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 18000 tons NILE 18000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. CHINA	via Manila, Wednesday, 27th May, Noon.
S.S. MANCHURIA	Saturday, 8th June, 1 p.m.
S.S. NILE	Tuesday, 18th June, Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of
the service, which is under the personal supervision of Mr. V. Morton, the world-famous
caterer. Large staterooms, equipped with electric fans, and running water. Berths
equipped with electric reading lamps. Non-stop amusements—billiard, tennis, etc.
The safety and comfort of passage is our first consideration.

For further information, rates, literature, schedule, etc., apply to
R. C. MORTON, Agent,
King's Building (opposite Blake Pier), Telephone No. 141.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

via SEANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement Tons & Speed	Leave Hongkong
TENYO MARU	22,000-21 knots	Tuesday, 16th June.
NIPPON MARU	11,000-18 knots	Tuesday, 23rd June.
HONGKONG MARU	11,000-18 knots	Friday, 10th July.
SHINYO MARU	22,000-21 knots	Tuesday, 14th July.
CHIVO MARU	22,000-21 knots	Thursday, 30th July.

Steamers via Shanghai will be despatched at NOON.

First Class to London	£71-10.	Returns (6 months) £120.
First Class to New York	£90.	£96-10.
" " " San Francisco	£45.	£88.

Passengers purchasing Trans-Pacific Return tickets have the option of returning
from SAN FRANCISCO by steamers of the Pacific Mail S. S. Co. or from VAN-
COUVER, by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,
MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail
Lines and the Trans-Siberian Railway.

Passengers may travel by railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Rio, Manzanillo Salina Cruz,
Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement Tons & Speed	Sailing
ANYO MARU	13,500-18 knots	from Nagasaki 2nd July.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,

Via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,

Via SUEZ CANAL.

FOR	STEAMERS	To San.
SEANGHAI, KOBE AND YOKOHAMA	V. GIOTAT, CERES, ATLANTIQUE	31st May, 14th June, 28th June.
MARSEILLES, via Ports	MAGELLAN, POLYMERIN, V. GIOTAT	2nd June at 1 p.m., 16th June at 1 p.m., 30th June at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for GALLEY, BOMBAY and
AUSTRALIA, at PORT SAID for the LIVERPOOL, COMMERCE and BLACK SEA.

Through Tickets to London, via Paris by rail—
Circular tickets to Europe via Suez and SHIRAZ ROUTE and vice versa
delivered here.

For further particulars apply to

P. THOMAS, Agent.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE
TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	Arrive Hongkong from AUSTRALIA	Leave Hongkong for AUSTRALIA
EMERALD	May 25	May 28
EMERALD	June 1	June 4
EMERALD	June 15	June 18
EMERALD	June 29	July 2

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	DATE
SAIGON	HUE	May 21, Daylight.
SHANGHAI	LUCHOW	May 22, 4 p.m.
SHANGHAI & TSINGTAU	KASHOW	May 23, Midnight.
WEIHAIWEI & TIENTSIN	HUECHOW	May 24, Daylight.
MANILA, CEBU & ILOILO	CHINESE	May 25, at 4 p.m.
SHANGHAI	SHANGHAI	May 26, at 4 p.m.
HOIHOW & HAIPHONG	KAIKONG	May 27, at 10 a.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE. Twin screw steamers "Chinhu", "Taming" & "Tao"
accommodate passengers and cargo. Electric Fans fitted. Extra state-rooms
on deck, air on "Taming" and "Tao".

SHANGHAI AND TSINGTAU LINE. The Twin Screw Steamers "Anhui",
"Shanghai" and "Shanghai" have the most comfortable accommodations with Electric Light throughout and
bathing, having the latest modern equipment, maintain a fast schedule service
between Shanghai and Tsingtao, leaving Hongkong for Shanghai direct
every Tuesday, Thursday and Sunday, making cargo on through Bills of Lading to
all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtao,
leaving there on Tuesdays for Shanghai, Hongkong and Canton.

S.S. "Passenger" leaves before midnight on Saturday for the Sunday
morning sailing. A Company's launch leaves Merry Pier at 10 o'clock every Saturday
night.

These steamers land passengers in Shek, avoiding the inconvenience of trans-
shipment at Whampoa.

REDUCED FARES Single \$45 Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Telephone No. 86.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAN
SHANGHAI	WOSANG	May 23, Daylight.
MANILA	LOUNGANG	May 23, at 2 p.m.
TIENTSIN via WEIHAIWEI	CHONGSHING	May 24, Daylight.
SHANGHAI, KOBE & MOU	NAMSANG	May 24, Daylight.
SHANGHAI & TSINGTAU	WONGSANG	May 24, Daylight.
SHANGHAI & HANKOW	WASHING	May 24, Daylight.
SINGAPORE, PENANG & LAINANG	LAING	May 26, at 2 p.m.
CELESTIA	YATSHING	Wednesday, May 27, Daylight.
KOBE & MOU	YATSHING	Wednesday, May 27, Daylight.
MANILA	YATSHING	Thursday, May 30, at 2 p.m.

RETURN TOURS TO JAPAN.

HE steamers Kusan, Namsang & Loingang leave about every 3 weeks for Shang-
hai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time
occupied 24 days. This service is supplemented by the Pookang, Kusan, Loingang,
Yatshing and Loingang leaving Hongkong at regular intervals for Yokohama, Kobe &
Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric
Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodations for First-Class Passengers and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin,
Dairen, Weihaiwei & Tsingtao.

Taking Cargo on through Bills of Lading to Kuantan, Lahad Dato, Singapore,
Sawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Agents.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

SHIRE LINE SERVICE—HOMELAND.

FOR	STEAMERS	Date of Departure.
LONDON & ANTWERP	"DENBIGHSHIRE"	About 16th June.
LONDON & ANTWERP	"RADNORSHIRE"	About 26th June.

TRANS-PACIFIC SHIRE AND GLEN JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"GARNARVONSHIRE"	About 28th May.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MUNMOUTHSHIRE"	About 28th June.

For Freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

S.S. "DUMERA" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on May 25th at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on May 28th at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on May 31st at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 3rd at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 6th at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 9th at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 12th at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 15th at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 18th at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 21st at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 24th at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 27th at 4 p.m.

S.S. "SAPAN" will leave Hongkong for CALCUTTA, STRAITS, HONGKONG, SHANGHAI
and JAPAN on June 30th at 4 p.m.

SHIPPING

THE AMERICAN & MANCHURIAN
LINE.(AMERICAN & MANCHURIAN STEAMSHIP
CO., LTD.)

THE Steamship "KIOUO".

Captain Smith will be despatched from
Hongkong on the 28th May.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

For freight and further particulars,
apply to—

THE BANK LINE, LIMITED.

Agents.

Hongkong, April 28, 1914.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

COLOMBO, EGYP, MEDITER-

RANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL, AMERICAN AND SOUTH

AFRICAN PORTS.

THE Steamship "INDIA", Capt. C. C.

Talbot, R.N.R., carrying His Majesty's

Mails will be despatched from this

port for BOMBAY, on SATURDAY, the

23rd May, at Noon, taking Passengers
and Cargo for the above ports in connectionwith the Company's Steamship "Mowat"
from Colombo, passing on to London,
in which vessel is secured before departure
from Hongkong.

Silk and Valuable, and Tea and Cargo
for France, and London (under arrange-
ment) will be transhipped at Colombo into
the mail steamer proceeding direct to
Marseilles and London. Other Cargo for
London etc., will be conveyed via Bombay
in the a.s. "India" due to London on 4th
July, 1914.

Passes will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, May 9, 1914.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM EUROPE, COLOMBO AND

STRAITS.

THE Company's Steamship

"MIZUKI MARU"

having arrived from the above ports,
Consignees of Cargo

